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Semi-Weekly Telegraph
ST. JOHN, N. B., AUGUST 27, 1902.

POSSIBILITIES IN PERSIA

The old aspiration for new worlds to conquer does not seem to have been very much excited by the recent events in Africa—north, south and central—nor by the changes in the very far east and the outposts of civilization. One may judge from the tenor of contributions to the European newspapers and reviews. There seems to be one extensive bit of territory in particular which Europe will not be satisfied about until it is settled other than it is, and when one comes to consider the value and resources and conditions of Persia, it does seem rather wonderful that it has so long remained in comparatively unexplored barbarism. And yet it cannot be called exactly barbarism—the condition of the people, for they export most valuable silk carpets to the value of about \$300,000 per year; their wonderful manufacture of shawls and rugs has likewise won for them world-wide fame, and it seems a fact that the Persians have always prospered in the countries to which they have migrated. But the conditions in Persia are largely contrary to Europeanism and there is no doubt that if the land were brought under the administration of England, or some other progressive European power, as great wonders might be wrought as have been brought to pass in Egypt.
The prevailing characteristic of Persia is its aridity. Not only is there a hopeless lack of rain, but the arable portion of the country is constantly diminishing. Instead of the blossoming garden of which the poets loved to sing, it is nothing but a desert with occasional villages which are kept in existence by subterranean irrigation. Indeed, where there are any natural advantages little use has been made of them. The remnants of finely constructed dams and terraces, the accumulation of pottery and the cave granaries are the memorials of a once-thriving people. Oppression, the feeling of insecurity, the depredations, the ravages of war which caused the destruction of the great Hellenic dam by Timur the Lame, have reduced the southern portion of Persia, once a populous region, to a barren waste. Yet the people are superior in intelligence to those of all other Asiatic races. The inimitable coloring of their manufactures is due not only to the dryness of the climate, but to the skill and secret methods of the Persians themselves. The modernization of their country would be therefore very far from a hopeless task and its possibilities of wealth are sufficient to attract both capital and enterprise. When it is additionally remembered that its strategic position on the flank of India accentuates its military importance to Britain, it is not hard to guess that if the work of a reconstructive system is to be undertaken in Persia, the British are pretty nearly sure to have a controlling hand in it, and it will not therefore be very surprising if ere many years elapse Persia will come at least to bear as close a relation to the empire as Egypt does.

PREPARE FOR THE CROWD.

On next Saturday evening the provincial exhibition will be opened in this city. There is no doubt that it will be a good one, for the work of the men in charge of arrangements has been characterized by all the energy and enterprise that makes for success. Indeed despite the early date of the exhibition, which will prevent the showing of fall fruits to all their best advantages, the display at opening will be better than is usually the case. The fact that there was no exhibition in this city last year will add interest to it anyway and the assurance of the management that

they are profiting by all the past experience in the exposition line here and elsewhere is tantamount to a guarantee that as far as business efficiency can make it so the present affair will be the best of its kind ever held here.

When the present buildings were first opened for the Dominion Exhibition of 1883 St. John had evidence of what could be done in the way of attracting a crowd and the value of such an affair to the city in the way of bringing business to it. But that and all similar experiences since show that people who come to the city for a few days on such an occasion want to see more than the exhibition within the grounds and buildings, and the better they are accommodated and entertained the longer they will stay. It is very certain that the hotels will not be able to accommodate anything like the number of strangers who will wish for stopping places. Indeed the wise who wish to assure hotel accommodations are already reserving them in advance. But our citizens who wish to add to the success of the event should freely offer to accommodate as many strangers as they conveniently can at hotel rates, and send word of their house addresses to the Tourist Bureau on Prince William street.

It is not a matter of money making which should govern this movement, but one of humanity and of eagerness to help in the general result. It is not pleasant for strangers to go from place to place and sleep on tables or floors because they cannot find beds, and vow they will "never go there again on a holiday." They can manage about meals and day amusements all right, but they must have places to sleep if they are to stay with us. All householders who have spare rooms therefore should volunteer to help shelter the visitors.

FAST LINE TERMINUS.

Mr. Robert Reford, of Montreal, who has been writing to the London Times in regard to the proper route for a transatlantic fast line, is evidently the man for Galway, whether his wisdom makes him the best man for advice in matters Canadian or not. He argues that the congested condition of the Irish sea makes the neighborhood of Liverpool dangerous for fast steamers, in view of which it seems strange that Liverpool continues to flourish and accumulate trade while Galway languishes. But even if the mails and passengers were landed at Galway, they would still have to proceed across Ireland and across that sheet of water which Mr. Reford alleges to be most dangerous, in order to reach Liverpool and the rest of England. Passengers from England to take steamer at Galway would also be obliged to travel by rail and channel steamer and rail again, with all the inconveniences of changing, before taking ship by against Queenstown that the majority of people prefer to go on board at Liverpool or Southampton. However the people having the interests of Galway most at heart may express themselves, therefore, it does not seem natural that anyone having at heart the best interests of a steamship line depending largely upon passenger patronage would prefer that port as a terminal in preference to Liverpool or Milford Haven or Plymouth or Southampton.

The resolution adopted by the Maritime Board of Trade at Sydney in reference to the same matter seems also rather lacking in force from a somewhat similar reason. This resolution urges that "the terminus in Canada should be the nearest available port to Europe"—a matter which has proved quite the contrary of efficient in practice, for the great point in practicable steamshiping has been to get the nearest available port by rail to the inland centres one wishes to reach. It is true that this has been applied to shipping more particularly on account of freight being transportable more cheaply by water than by land, but in order to operate steamships to the best advantage they must have freight as well as passengers and it is not reasonable to suppose that Canada can yet supply the volume of express packages and high-rate fast freight which enables the great fast lines out of New York to make a profit out of their trade independent of the low-class freight which cannot afford to pay high rates for transportation.

The contract with the fast lines out of New York is one of the conditions of which Canadians are too apt to overlook. It is said they have twenty-knot ships; why shouldn't we? All very well; but it should be remembered that New York has a local population of three million people and ten million more within a radius of a hundred miles. And neither Boston nor any other port on this side the Atlantic is able to maintain twenty-knotters, the fastest out of Boston being but eighteen knots and the majority much slower. To offset these conditions requires the expenditure of money, which is the point that Canadians must principally face—and the more freight we can supply fast lines the more successful and satisfactory can their operation be accomplished.

"YANKEES" AND "YOKAYERS."

Something new in the way of nomenclature seems necessary for the people of Great Britain and Ireland as well as for the people of the United States of America. The latter arrogate to themselves the name of Americans, but have no right to it, for they have Canadians or Mexicans. Nor can they distinctly be designated as "United Statesers," a very awkward term at best, for there are the United States of Colombia, the United States of Australia and possibly other countries with an equal claim. In the case of the people of the United Kingdom, it certainly would be distinctive to term them "United Kingdomers," but that too

is the reverse of euphonious unless it were abbreviated to "Yokayers." But unless something of the sort be done, references are liable to get mixed, for although the people of England, Scotland and Ireland usually designate themselves as "British," they have no more special right to the name than the inhabitants of any other part of the British Empire, the principle being the same as that of a British ship, or anything else under the flag, no matter from what section of the empire it hails. It might do to term the people of England and Scotland collectively as "Britainers," but that would not include the people of Ireland. What is wanted is some term, comprehensive and unmistakable word, such as Canadian or Australian. It is open to the people of the American republic and of the United Kingdom to devise such words and get patents upon them, failing which the rest of the world may resort to "Yankers" and "Yokayers" in self-defence. Life is too short to waste time in more elaborate specifications.

DEVELOPING OUR WEALTH.

Another magnificent harvest in the Canadian Northwest is being garnered and seems to be the principal event of importance at present in the dominion. The mere fact that Canada is able to raise an abundance of food, not only for her own population, but for export, is the grand thing for congratulation by the people. It is not so difficult to remember the time when our flour was imported from the United States and when a possible large export of grain and grain products from this country was generally regarded as a vision of madness. Even in 1888 the total volume of exports of Canadian wheat and flour was only about four millions of bushels and the total value of all animal and agricultural products in that year amounted to less than twenty millions of dollars. Now it is about a hundred millions of dollars and the settlement of the wheat producing country was never proceeding with such activity. Even as late as 1889 the total yield of wheat in Manitoba was little more than seven million bushels; in 1898 it amounted to a little more than twenty-five million bushels and the northwest territories in the same year produced five and a half million bushels. Now Manitoba is said to be good for sixty million bushels of wheat, and the territories for fourteen and a half millions more. The fact that Ontario also produces more than thirty million bushels of wheat in the season means that Canada now raises the equivalent of about thirty million barrels of flour per year, in addition to all the corn, oats, barley, rye, buckwheat and other crops. With a population of five and a half millions of people, this is certainly not bad.

A product of more than five barrels of wheat flour for every man, woman and child of the population, is a highly encouraging condition. Any one who bakes his own bread will realize that this is producing more than twice as much flour as is used in the country for consumption. To be able to feed one's self and sell as much more as it costs for one's maintenance is very far business, and that is what Canada is doing today in the one item of the staff of life alone, the beauty of which lies, however, that it is in constant and inevitable demand in the markets of the world, while Canada's proximity to Europe, the great market, gives her a special advantage in price, independent of the fact that our northwestern wheat is of an eminently superior quality. In addition to wheat, the grain and hay and root productions, which are keeping pace with the wheat developments, mean increased wealth in stock-raising and in the raising of all kinds. Not only this, but the abundance of land in the northwest yet to be settled for agricultural purposes is inviting an immigration which demands business extension there in every line. Railroads, houses and all manner of incidental to a new country must go on, and the extent of it at present seems almost indefinite, in comparison with the development that has under similar circumstances taken place in the United States. Consequently it is natural that people are beginning to awaken to the fact that Canada as a country is rich "beyond the dreams of avarice," and that the boom of prosperity we now enjoy must develop and increase in the natural order of events for years to come. And as one of the few export ports of Canada, St. John stands to win much benefit from the movement.

ENGLISH INLAND FREIGHT.

An interesting business movement is on foot in England which may result materially to the advantage of countries which do business with England as well as to English exporters themselves. It has arisen from a suggestion thrown out during the sittings of the subsidies committee of the House of Commons, that a conference might advantageously be arranged between British steamship owners and British railway managers, with a view to the consideration of schemes of preferential railway rates for export goods, or better still a system of through rates from inland towns to foreign centres of consumption. The mere fact of such a suggestion being necessary shows a state of affairs quite different from that which so generally obtains in Canada and the United States, with railways commonly able to quote through rates to any point accessible by sea from their port terminals, a system which in Germany also has been conspicuously successful in developing export trade.

English railways now give preferential rates in the case of certain articles, par-

ticularly those of a perishable nature which are imported from abroad, but in the placing of British manufactures at places where they come into competition with German manufactures produced at places similarly inland, the English have found themselves at a very distinct disadvantage. It is cited that in the Mediterranean, the Black Sea and the Sea of Azof a tremendous German trade has been built up by steamship lines from Hamburg run in co-operation with the railways terminal there, and from any station of which through bills of lading are given to any port of the steamers' routes, and yet the German railways flourish and pay good dividends. The French authorities are also said to be looking into the same business, although greater caution is felt in France because many railways are privately owned with a minimum dividend guaranteed by the state. But it is the competition in sales of goods abroad which is now inciting the English to investigate the possibilities of making the pathway of trade more smooth.

THE RHODES SCHOLARSHIPS.

One of the most interesting and important educational prizes falling to Canada is the granting of the Rhodes scholarships. In regard to this Doctor Parkin, of Toronto, who has just returned from England after work in connection with the disposition of the scholarships, says that the plan for their distribution will probably not become effective until 1904, when it will be inaugurated simultaneously for all the countries to be benefited. The matter of examination as to the choice of men and whether they should be limited to graduates of provincial colleges or free for all, or restricted in any aspect, such as no natives of the provinces benefited, have not, says Doctor Parkin, yet been determined. If not restricted it would appear that there is danger of young Englishmen coming out to enter the examinations for the sake of the prize. As for the amount of £300 being sufficient to maintain a student at Oxford for a year, Doctor Parkin says:—

"From my own experience in Oxford I think £250 a year is sufficient to live in Oxford very comfortably, and numbers of men do it on £200, and even less. I therefore look upon £300 as an adequate maintenance for a man. With it he can get out of Oxford the best that it has, everything that it really has, and I think a careful man would be able to save enough out of his Oxford terms to spend his summer on the continent. A man at Oxford can live just as he pleases, spend as much or as little as he likes; there are colleges at Oxford that undertake to keep the college bills down to £100, or a little over, and they do excellent work. The suspicion is that, if anything, £300 is too much."

SCHOOL AGAIN.

The reopening of the city schools today at the end of the long vacation marks a period when parents take stock of their growing families, so to speak, and marvel at the passing of the time. Perhaps there will be young ones to go to school for their first appearance, perhaps there will be older ones who have finished their school days and now take up the serious work of life. The little girls' dresses will be longer than they were last summer and the boys are growing into such great fellows that the parents like to gloat over their development. And as they leave the house still for a few hours against the mother smiles to herself and dreams day dreams of their future and the father as he comes home at night has in mind the hope that the children will grow up to be creditable to themselves and to their parents.

But despite their hopes and fears and advice, how many parents really help their children? How many really study their children to learn whether they are of the kind that can best be developed by advice and discipline, or by coaxing and confidence? How many parents really consider their children and are sincerely and not to be discussed or ruthlessly talked about with neighbors? How many realize that it is not the school education, but the education of the home which tells for most in making the character and ability of the child? How many know that there are people living lifetimes of regret because they had to learn so many things themselves from and experience which their parents might have told them so nicely if they had gone the right way about? Why is it that some children will make a confident and adviser of an aunt or uncle rather than of their own parents? These are all problems that appeal to one in the line of education when the children go back to school.

It is easy for the teachers to see which are the best home training, which are so disciplined that they are afraid to stir when under eye and as wild as colts when the restraint is removed, and which are loosely and because of the object of life and because instead of being taught that it is their duty and their privilege to grow up of service to mankind, they have been left to follow imaginings that "the world owes them a living" and they must get it as easily as possible. If children could only be made to understand that the greatest happiness in life consists in doing something for somebody, and ja-

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acquiring the ability to do the most possible in every line, instead of trying to "do" somebody, a vital principle of education would be grasped. It is the people who are able to do things, able to perform the best services, who win the world's greatest prizes and have the greatest satisfaction in having lived. It is to enable them to become useful to themselves and to others that children are sent to school. If they have that great idea of service constantly in mind they stand to rank among the world's greatest people, deserving and generally securing the greatest rewards.

TALKING ABOUT RAILWAYS.

It is rather gratifying to find that the Halifax newspapers are again actively talking about the subject of railway communication along the south shore of Nova Scotia. It is gratifying because, although the people of Halifax are ponderously slow, yet when they actually move it is often possible to see some results. They had another railway project on hand about thirty years ago and there got to be a perennial joke about one man and a wheelbarrow constructing a road from Middleton to Lunenburg. Yet in the process of time the road was actually constructed and has for some time been a boon to the country traversed. It is not reported that there is even one man and a wheelbarrow on the south shore route yet, but the Halifax people are talking about it and therefore the project is hopeful.

There is however a little bit of railway part of the picture. It is dignified with the comprehensive title of the Halifax & Yarmouth Railway. It starts from Yarmouth, but it doesn't get to Halifax. It was operated as far as Barrington when first opened, four or five years ago, but the Halifax people evidently thought that such progress was too astoundingly sudden, so they discouraged it. The subsidy was not paid on the Barrington end of it and the trains were consequently withdrawn so that the Barrington people could draw so that the Barrington road moved gradually. The road is there and they can look at it, and the locomotive takes the mails over it to them every day, so they can see the engine and hear it too; but if they want to ride on the railroad they have to drive sixteen miles to a little station at East Pubnico before they can be permitted to board a car, and if they want any freight handled they can haul it that distance by take it by water, same as their ancestors did when they were not too busy fishing. This road, like the one with the man and the wheelbarrow, was built by American capital as far as it goes, stimulated by the local enterprise of a gentleman who died some time before he died this gentleman remarked that the road between Barrington and East Pubnico had paid more than two per cent. over expenses while it was in operation, but that the Nova Scotia government wouldn't pass it

inspection. It is good enough to carry mails over, however, and the Halifax Chronicle editor, who was recently permitted to travel over it in a car, much to the amusement of the less privileged local population, described it as a fine piece of construction altogether. The Barrington people are therefore reported to be living in hopes.

From that point eastward the route does not seem to have been as yet actually determined upon. Some of the writers in the Halifax papers think it should go through all the coast towns and settlements and others think it should go at a considerable distance back from the coast, so as to develop the mountain districts in the interior and afford the coast people the privilege of exercising their horses to get to and from it. If it were sufficiently removed from the towns and villages the people would not be alarmed by locomotive whistles and might prize the railway more from the fact of being obliged to pay to see it. There was an announcement a year or so ago that a contract had been signed for the construction of this road, but present indications are that it didn't mean any specific performance within a limited time. The Halifax people haven't got done talking about it yet.

NOTE AND COMMENT.

Now, children, how do you feel about going to school again?

Judge Meagher, of Nova Scotia, seems to have acquired fame, though perhaps it was injudicious.

And now it is argued that if mosquitoes avoid the color yellow it is incomprehensible how they spread yellow fever.

Halifax is to once more have a regiment of regular Tommies, "from 'ome, you know." How awfully nice that will be!

The Canadian regiment doing duty in Halifax ought to be sent on grain service to the Northwest, before being disbanded.

The U. S. Internal Revenue Department has decided that palm oil is an ingredient of oleomargarine is unlawful. It's bad enough to palm off oleo.

Gloucester (Mass.) has inaugurated the free collection of ashes and rubbish, and is moving for the free collection of garbage also. In this it is ahead of St. John.

The weather clerk regrets that a few remnants of the April manufacture, unaccountably held over, must be worked off before exhibiting the fall stock.

Isn't it about time for revised schedules of "how to live on 10 cents a week" under the new coal prices to appear in the American journals of popular economics?

Such towns as Athens, Rome, Palermo, Haboron and "Hedra," all in "fatne," are planning for centennial celebrations in

1904. Even the names are calculated to make one believe them old.

Potatoes in St. Paul are reported now at 15 to 18 cents wholesale and 28 to 35 retail per bushel, in comparison with \$1 last year. Such a drop is inclined to take the starch out of the farmers.

A Boston confortionist, now 77 years old, has earned \$100 twice by selling his body to physicians to be used by them after death for professional examination. They died first.

The great American navy is invulnerable and the country is happy. The navy has proved itself theoretically capable of defending the coast against a force that cannot overpower it.

The show of Lady Raglan in her coronation robes has evolved a new idea for the impudicus. When you get a specialty fine costume you may make it pay part of its cost by exhibiting yourself in it at threepence admission.

A lesson of the Filipino war has been taken by the chief of ordinance in the United States War Department in the equipment of a limited number of troops with the Filipino's "bolo," a short knife which he believes to be the ideal bayonet.

The Halifax Chronicle asserts: "There is no sluggishness in Halifax, and no special need of a stimulant of any sort." And Halifax has the reputation of being a very well licensed place, too! Who'd have thought it!

Isn't it strange that no one has hitherto remarked the resemblance between the names of Marconi and Mark Twain? Twain certainly has marked "two" or three notches in the ladder of fame. Is Marconi to mark only one?

When General Cronje gets home to South Africa doubtless he will visit the field of Paardeberg and shed a few salt tears of briny regret that he didn't know what he was up against when he tackled the Canadians. And if the old home has lost its charm for him and he should wish to migrate to Canada, we shall be glad to show him how to do a few other things besides fight.

That may be a very worthy suggestion of Capt. Koenig, of the government steamer Druid, for the establishment of a lighthouse on the Grand Banks for which westward bound vessels could make and take a fresh departure instead of sighting the Newfoundland coast and being in danger of striking it. There should be no more difficulty in maintaining the vessel than with the light ships off Nan-ucket, South Shoal and off the Diamond Reefs of Hatteras. Being on the high seas, of course all maritime nations would be expected to contribute for its maintenance. But there are old navigators who state that the same result can be had by any careful shipmaster who chooses to take soundings on the banks to determine his position.